



MONTANA AERONAUTICS COMMISSION

One of the many scenic wonders you will see when you visit Yellowstone Park during the INAC convention in September.

PHOTO—SAGE ADVERTISING

Volume 21 — No. 8

August, 1970

GOVERNOR COMMENDS FLIGHT SERVICE STATIONS

Governor Forrest H. Anderson signed the following proclamation on the 13th of August in recognition of the 50th Anniversary of the Flight Service Stations.



Governor Anderson presents the Proclamation to Lud Hodge, Chief of the FAA's Helena combined Tower-Flight Service Station. Far left — Montana Aeronautics Commission's Director William E. Hunt. Center back — Lee C. Mills, Helena Area FAA Coordinator.

The postmaster general of the United States authorized the establishment of "Air Mail Radio Stations" at locations required to support the

tran-continental air mail service on August 20, 1920. By the end of the year, 13 stations were in operation. These stations have evolved through several name changes into today's "Flight Service Stations". Four of the original stations have remained in continuous operation since 1920. They are: Salt Lake City, Utah; Elko, Nevada; Rock Springs, Wyoming; and Washington, D.C.

State of Montana Proclamation

Those two gifted dreamers, the Wright Brothers, hardly could have visualized in those first struggling pioneer days that their discovery would play a major role in shaping the fate of mankind. Aviation has been underscored by a dramatic series of epoch-making achievements, but the keynote to peaceful aeronautical commerce probably can be traced to the development of air-mail service—the first practical application of flight to economic and social progress.

Quick to recognize the need to facilitate air mail delivery, the U.S. Post Office in August of 1920 created a network of fewer than two dozen airway radio stations.

This tiny network has grown to a sophisticated communications system with instant, accurate access to whatever information a pilot needs to know.

Today these facilities function as Flight Service Stations within the framework of the Federal Aviation

Administration, Department of Transportation. Through the modern communications equipment available to them, flight service specialists keep pilots in immediate touch with all conditions affecting their flight.

From an ambitious beginning 50 years ago, the system now includes 384 separate Flight Service Stations in 49 states and 9 international facilities.

The Flight Service Station system was established on August 20, 1920. After 50 years of service, the system and the dedicated personnel who operate it should be recognized.

NOW, THEREFORE, I, FORREST H. ANDERSON, Governor of the State of Montana, do hereby proclaim the week beginning August 16, 1970, as **FLIGHT SERVICE WEEK** and I urge all state and local officials to assist in holding appropriate ceremonies during the week.

SEAL IN WITNESS WHEREOF, I have hereunto set my hand and caused the GREAT SEAL OF THE STATE OF MONTANA to be affixed. DONE at the City of Helena, the Capital, this thirteenth day of August, in the year of our LORD, one thousand nine hundred and seventy.

Signed,
FOREST H. ANDERSON
Governor of Montana

ATTEST:
FRANK MURRAY by Gail Dewalt, Chief
Deputy Secretary of State.

CANCELLATION

The Ladies 99's were forced to cancel their Air Games that were to be held in August due to a conflict of events.

Official Monthly Publication
City/County Airport
of the

MONTANA AERONAUTICS COMMISSION

Phone 449-2506
Box 1698

Helena, Montana 59601

Forrest H. Anderson, Governor

William E. Hunt, Director

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Edited by: C. Joyce McCutcheon



FEDERAL AVIATION ADMINISTRATION ITINERARY LISTINGS

Airport	Aug.	Sept.	Oct.
Culbertson	5	2	7
Glasgow	17	17	17
Glendive	6	3	8
Great Falls	19	21	21
Lewistown	20	22	22
Miles City	20	24	22
Missoula	20	24	22
Sidney	16	16	16

NOTE: Provisions have been made to give private, commercial and flight examinations **ON AN APPOINTMENT BASIS ONLY** at the following FAA Flight Service Stations.

Bozeman	Lewistown
Butte	Livingston
Cut Bank	Miles City
Dillon	Missoula
Great Falls	

NOTE: Until further notice GADO #1 in Billings will be open the third Saturday of each month **ON AN APPOINTMENT BASIS ONLY!**

SIDNEY AIRPORT DEDICATION

The Sidney airport dedication has been set for September 27, beginning with a Fly-In Breakfast at 8:00 A.M. Dedication ceremonies will begin at approximately 11:00 A.M. followed by an Air Show.

Director's Column



Summer is a busy time for everyone, and the Montana Aeronautics Commission is no exception. The staff of the Commission is busy preparing its annual report to the Governor and the Legislature, and preparing the budget for the coming biennium.

Proposed legislation is under consideration by the Commission and recommendations will be submitted to the Governor for his report to the Legislature on legislation concerning aviation in Montana. The staff is required to make an estimate of the aviation picture for the coming two and one half years and, if the past is any indication, a good report should be forthcoming.

In all of these preparations, which are based on existing laws and economics, there is the unknown factor of the application of the new Airport/Airways Bill and its effect on general aviation and other areas of aviation. The FAA has been extremely helpful in keeping the Commission informed of the current status of the interpretation of the bill, but there remains many gaps still to be filled.

The present matching funds for planning, construction and other phases of the work, range from one-third to be furnished by the State in the case of planning, to about 50% in the case of some construction.

There is some pressure to treat this as the Highway Trust Fund is treated, and that is, 9% matching funds furnished by the State and 91% by the federal government. Obviously, this ratio will cause more construction and work than the State's present interpretation can accomplish. No one can foresee the effect of the Airport/Airways Bill, but the Montana Aeronautics Commission is seeking every means to make it work for the betterment of general aviation and increased use of the airplane in Montana.

Studies are being made to deter-

mine how a comprehensive Airport/Airways plan for Montana should be prepared. In order to obtain federal funds, there must be a state-wide program which, in turn, is coordinated with a nationwide network of airports and airways. We find the information pretty sketchy and are diligently seeking all of the information necessary to proceed with the plan. As usual, any comments or suggestions from you readers will be most welcome by the Commission.

We are working as fast as possible to complete the new aeronautical charts. The demand for them is great and we hope to have them completed within the next 60 to 90 days. The new chart will contain all current and up-dated aeronautical information. Completely new color photography on the reverse side of the chart will graphically display to Montanans the advantages of flying in their home state and tempt and encourage the non-resident pilots to enjoy their flying vacations in Montana.

The Montana Aeronautics Commission salutes the Flight Service Stations on their 50th anniversary and pledges its continuing support to the existing locations which the Commission consider to be essential to safe, efficient and economical flight in the State of Montana.

As of this writing the Commission has under advisement the legislative audit report and is considering the comments and recommendations made by the auditor to see what part should be incorporated in any proposed legislation for the coming biennium.

NPA, SUN VALLEY TO FEATURE MT. FLYING PROGRAM

A special three-day program on Mountain and Wilderness Flying Techniques will be presented at the National Pilots Association Holiday Fly-In weekend in Sun Valley, Idaho, September 25 through 27. The program will include ground and flight training offered at no extra charge to those attending the Fly-In. Grover Loening will be the featured guest.

Advance registration opens Thursday, September 24. Members and non-members are urged to attend.

LYNCH RECEIVES AWARD

Charles Lynch recently received an appreciation plaque from the Federal Aviation Administration. The handsome plaque was presented to the former director of the Aeronautics Commission in an informal ceremony at his home by Ed Marsh, director of the FAA's Central Region, Kansas City. Mr. Robert Ziegler, FAA Area Manager from Minneapolis; Vic Kiesling, Chief of the FAA District Airports office, Helena, and Charles Story, Acting Coordinator for the FAA's Helena Area, participated in the presentation.

The plaque was awarded to Mr. Lynch for "his contribution and many years of dedicated service on behalf of aviation in the State of Montana."

We congratulate Mr. Lynch on this well deserved award.

AIRPORT NOTES



By JAMES H. MONGER
Assistant Director, Airports

Ennis-Twin Bridges—The Madison County Airport Authority has obtained two engineering grants from Montana Aeronautics Commission. The Ennis grant is for a preliminary airport site investigation and report. The Twin Bridges grant is for a study and report on runway lengthening, paving and lighting for the Twin Bridges Airport. R. J. Scruton & Associates, consulting engineers, will accomplish the studies.

Missoula—Work will commence on or about August 24 on the installation of the instrument landing system (ILS) at Johnson-Bell Field. Karr Electric of Missoula has been awarded the contract for the installation of the federally owned equipment.

Billings—Reconstructing and overlaying of the last segment of the first stage strengthening program on Logan Field's taxiway system is nearing completion. This is a 3000'x75' section (FAAP \$100,000 contract). Completion date is September 5, 1970.

The construction on the \$500,000



Barry O'Leary, Inc. Equipment completing the overlay at Logan Field. In background, the new addition to the terminal is visible.

addition to the terminal building is progressing. The addition is Stage I of the terminal improvement program and will provide 9,000 square foot baggage claim area and approximately 1,500 square feet of additional baggage make-up and cargo space plus an additional 800 square feet of ticketing lobby area and provide 6,000 feet of roughed-in office space on the second floor. (Travis Jam Contract—Cushing Terrell Architects, Assoc.). Stage I of the Terminal construction will be completed on approximately Thanksgiving Day, 1970.

Fairview—The Fairview Airport is completed except for seeding which will be accomplished this fall. The Airport is now open for use.

ADAP—Airport Development Act Program has replaced FAAP as the source of Federal Grant funds for airport construction. The Federal Aviation Administration is accepting requests for aid under the new program with the funds to be made available for the 1971 construction season. Under the new program, General Aviation airports do not compete with Air Carrier Airports; they are funded separately. Three Airport Boards have requested aid under ADAP as follows:

Great Falls International (Air Carrier)—Runway strengthening, lengthening and associated construction.

Glacier Park International Airport (Air Carrier)—Runway lengthening, parallel taxiway and associated construction.

Chester Airport (General Aviation)—Runway overlay and associated construction.

FEDERAL USE TAX RETURN FORMS

A supply of Federal Use Tax Return on Civil Aircraft forms have been forwarded to the Montana Aeronautics Commission by the Internal Revenue Service. Aircraft owners may obtain forms by writing the Montana Aeronautics Commission—P.O. Box 1698, Helena, Montana 59601. Request Form #4638.

Who must file—A return must be filed by the person in whose name the aircraft is, or is required to be, registered, or by the United States person by or for whom the aircraft is owned.

When to file—This return is due on or before the last day of the month following the month in which the first taxable use, in the tax year, of an aircraft occurs. For example, the aircraft in use in July should be reported in the return filed in August. If an aircraft is put into use after the month of July, a return must be filed in the month following the month the aircraft was first used in the taxable year.

Where to file—Form #4638 must be filed with the Internal Revenue Service Center, 3651 S. Interregional Highway, Austin, Texas 78740.

Form #4638 contains complete information on filing.

LAUREL AIRPORT DEDICATION

The schedule for the Laurel Airport dedication is as follows: Pre-noon events; 12:00 Noon—lunch; 1:00—Dedication; 2:00—Air Show. See you there September 13!

ASTRONAUT SCHEDULED FOR INAC—WEST YELLOWSTONE

Dr. Karl G. Henize will be one of the prominent speakers highlighting the International Aviation Council's meeting in West Yellowstone September 10, 11 and 12.



Astronaut Karl G. Henize.

Dr. Henize was selected as a scientist-astronaut by NASA in 1967. He has completed the initial academic training and jet pilot training program and is currently involved in training for future manned space flights. Dr. Henize holds a Bachelor of Arts degree in Mathematics, a Master of Arts degree in Astronomy and a PhD in Astronomy. He has been awarded numerous honors and professorships and was the recipient of the Robert Gordon Memorial Award for 1968. While serving as senior astronomer with the Smithsonian Astrophysical Observatory, he supervised and was responsible for the establishment and operation of a global network of 12 stations for photographic tracking of artificial earth satellites. He was awarded a professorship in Northwestern's Department of Astronomy and engaged in studies of ultraviolet optical systems and astronomical programs that were suited to incorporation in the manned flight program. He contracted with NASA to supervise a program of ultraviolet stellar spectroscopy in Gemini and Apollo flights. Dr. Henize is the author and/or coauthor of some 28 scientific publications on astronomy re-

search.

The array of speakers and events scheduled promises an excellent convention. INAC members and non-members are urged to attend.

Convention Schedule

Thursday, September 10, 1970

Registration All Day at Executive Inn.

9:00 a.m.: No Host Golf Tournament.

Free Transportation.

12:00 Noon: On Your Own.

1:00 p.m.: Montana Aeronautics Commission Meeting at Yellowstone Airport.

6:00 p.m.: Presidential Reception—Poolside at Executive Inn.

8:00 p.m.: Dinner—On Your Own.

Friday, September 11, 1970

All Western Attire!

Registration.

8:00 a.m.: Breakfast Executive Dining Room.

Speaker: William Knoepfle, Chief, Airports Division, FAA Central Region, Kansas City, Mo.

9:00 a.m.: Invocation by Reverend William Morgan, West Yellowstone.

Welcome: Hon. Robert Brower, Mayor, West Yellowstone; Darwin Stover, President, Chamber of Commerce, West Yellowstone.

9:30 a.m.: Keynote Speaker: Hon. Forrest H. Anderson, Governor of State of Montana.

10:00 a.m.: Board busses at Executive Inn for Yellowstone Park Tour (Sport or Western Togs).

12:00 Noon: Luncheon—Old Faithful Inn. Speaker: Jack Anderson, Superintendent, Yellowstone National Park.

Complete Park Tour (approximately 4:30 p.m.)

5:30 p.m.: Social Hour at historical depot, the Convention Center. (Same Sport Togs or Western Attire.)

6:30 p.m.: Outdoor Western Beef Barbecue.

8:30 p.m.: Western Dance Band

Saturday, September 12, 1970

8:00 a.m.: Breakfast—Executive Inn.

Speaker: H. P. Burden, Acting Regional Manager, Airports and Property, D.O.T., Edmonton, Canada.

9:00 a.m.: Air Line Panel—Chairman Hugh R. Kelleher, Airport Manager, Helena Airport.

10:00 a.m.: Ladies tour Quake Lake—Board busses at Executive Inn. Luncheon at Henry's Lake Lodge.

10:00 a.m.: Speaker: W. Johnson, Regional Controller, Civil Aviation, Vancouver—“Canadian Airport Policy.”

10:45 a.m.: Speaker: John W. Dregge, Director, Office of Community & Congressional Relations, Civil Aeronautics Board—“Role of the Commuter.”

11:00 a.m.: State and Provincial Aviation Directors.

Chairman: William E. Hunt, Director, Montana Aeronautics Commission.

11:45 a.m.: Chairman: Robert Scarborough, Airport Manager, Logan Field Billings.

Speaker: Robert S. Michael, Wilwaukee, Wisconsin. “Airport Certification.”

12:15 p.m.: Luncheon—Chairman: Eric N. Davison, Canada.

Speaker: R. B. McIntyre, Director, Company Planning & Market Research, de Havilland Aircraft of Canada, Ltd.

1:00 p.m.: Chairman: Pete Hill, Director of Aviation, Idaho Falls, Idaho.

Speaker: Charles H. Broman, President A.A.A.E. “The Professional Airport Man.”

2:30 p.m.: Speaker: Kris Thorsteinson, Cessna Aircraft Company, “Flying Clubs.”

2:45 p.m.: Speaker: Candian Forces Officer, “Canadian

Rescue and Search Methods."

3:00 p.m.: INAC Business Meeting.
6:00 p.m.: Social Hour.
7:00 p.m.: Banquet—Executive

Inn. Master of Ceremonies, Mr. Tom Murphy.

Speaker: Dr. Karl Henize, NASA Astronaut.
Lucille Wright Award Presentation.

Western wear and don't forget your swimming suit!

Free transportation will be provided between Yellowstone Airport and West Yellowstone.

Exact registration fee is not known at this time but it is expected to be Ladies—\$25; Men—\$40. Fee will include social hour Thursday night and all meals and social hours Friday and Saturday.

Note: Frontier & Western Airlines will serve West Yellowstone through September 13.

For motel reservations contact: Executive Inn, P.O. Box 340, West Yellowstone, Montana 59758 or Phone (406) 646-7681.

NEW RADIO REPAIR STATION AT LEWISTOWN

Wesley M. Bell has commenced operation of an FAA approved radio repair station on the Lewistown airport.

Wes Bell recently retired as Chief of the FAA Electronics Maintenance at Lewistown after twenty years. He received his FCC commercial radio license in 1928.

In addition to being a specialist in the field of electronics, Wes first soloed an OX 5 long wing at Eagle-rock in Spokane, Washington in 1928. During the past few years, he has been flying more than ever and has made two flights to Alaska.

On your next flight to Lewistown stop by and visit Wes in his new radio repair station located in the large hangar on the airport.

Before the flight of each Saturn V Apollo launch vehicle, a total of 2,159 measurements are taken: 666 on the first stage, 975 on the second stage, 296 on the third stage, and 222 on the instrument unit.

CONGRATULATIONS



FAA CERTIFICATES ISSUED RECENTLY TO MONTANA PILOTS

STUDENT

Hash, Glen M.—Billings

PRIVATE

Thoe, Robert G.—Kalispell
Powell, Ethelyn C.—Browning
Fitzpatrick, Martin M.—Conrad

Ingrum, LeRoy K.—Kalispell
Conger, Junior R.—Missoula
Evanson, William E.—Fairview
Hodge, Curtis W.—Helena
Drawdy, Roland A.—Conrad
Wicks, David P.—Missoula
Sturdevant, Harold Lee, Jr.—Missoula

Rice, Arthur W.—Hesperia, Mich.
Randall, Robert J.—DeBorgia
Roth, Doyle R.—Missoula
Tope, Thomas Lynn—Fort Benton
Fisher, Carol Pattie—Essex
McLaughlin, Hugh A.—Kalispell
Lockman, Charles E.—Whitefish
Cooper, Earl L.—Missoula
Wilson, Donald J.—Butte
Carner, James L., Jr.—Butte
Waples, Marvin R.—Helena
Bibeau, Paul E.—Eureka
Yarborough, Perc E.—Dubois, Wyo.
Swanson, Eugene P.—Wolf Point
Baker, Eugene E.—Billings
Felten, John C.—Lewistown
Gierke, Harold E.—Miles City
Deibel, Jack A.—Volborg
Loos, Marjorie L.—Miles City
Bollinger, Larry M.—Miles City
Hanson, Harold L.—Miles City
Elliot, James D.—Miles City
Lane, Ronald D.—Billings
Lueneburg, Susan M.—Billings
Larson, Stanley J.—Williston, N. D.

COMMERCIAL

Smith, Robert L.—Lolo
Lee, Earl M.—Missoula
Cook, Clarence L.—Potomac
Hines, Leon B.—Great Falls
Smith, Lowell A.—Malta
Lancaster, David L.—Great Falls
Barnes, Clarence M.—Great Falls
Fennessy, Michael F.—Libby
Kenney, Thomas R.—Missoula
Vietor, Frederick W.—Phillipsburg
Tucker, Lorraine C.—Billings
Allred, Robert F., Jr.—Billings

Moser, Larry Z.—Hardin
Chapman, Bill S.—Gardiner

ATR

Barnett, Philip D.—New Guinea
Sieler, Douglas D.—Mt. Arlington, N. J.

McNees, Kenneth E.—Missoula
Gummer, Thomas E.—Missoula

MULTI-ENGINE

Asbridge, Thomas B.—Missoula
Hines, Leon B.—Great Falls
Loveall, Ronald M.—Columbia Falls
Pecora, Luis—Billings
Jackson, Kenneth E.—Billings
Barnett, Philip D.—New Guinea
Poling, John S. (CLT)—Glasgow
Getter, Thomas I. (CLT)—Gillette, Wyo.

INSTRUMENT

Markette, James R.—Cut Bank
Morrison, Daniel R.—Charlo
Schultze, William T.—Billings
Keister, Earl—Conrad

FLIGHT INSTRUCTOR

Zupan, Francis R.—Deerbrook, Wisc.
Garnett, George H.—Corvallis
Wilkinson, Joe M.—Billings
Turcotte, James E.—Billings
FLIGHT INSTRUCTOR INSTRUMENTS
Morrison, Daniel R.—Charlo

GOLD SEAL

Sinner, Richard A.—Helena
ROTORCRAFT-HELICOPTER
Watts, Robert R. (Comm.)—Bozeman
Standish, Vernon D. (Comm.)—Big Timber

POWERPLANT MECHANIC

Martin, William D.—Lincoln
Soare, Duncan B.—Billings
Mellinger, Clarence E.—Fort Shaw
Sudan, Billie P.—Big Fork

SENIOR PARACHUTE RIGGER

(Back & Chest)

Kroeber, Joe T.—Missoula
Hicks, William B.—Missoula

MASTER PARACHUTE RIGGER

Rodgers, Charles H.—Missoula
Clairmont, Stephen A.—Evaro



TOWER

OPERATIONS

JULY, 1970

	Total Operations	Instrument Operations
Great Falls	11,358	1,564
Billings	10,891	1,300
Missoula	8,924	203
Helena	4,408	226

DILLON AIR SHOW

Approximately 750 persons and 43 aircraft arrived for the Fly-In breakfast and Air Show at Dillon on August 2. Commencing with the breakfast and ending with 2c per pound rides (enjoyed by over 300 persons), the day long event, sponsored by the Dillon Jaycees, was indeed successful. Arriving from out-of-State were aircraft from Idaho, Wyoming and Oklahoma; aircraft from Montana included Glendive, Three Forks, Whitehall, Helena and Lima.

Congressman Arnold Olsen, featured guest for the day, presented a few brief remarks on the FAA and the U.S. Space program.



Congressman Arnold Olsen, featured guest of the Air Show.



Model aircraft being prepared for a flying demonstration.

Byron Bayers of Twin Bridges was the Master of Ceremonies assisted by Harold Beddor of Dillon. They provided continuous commentary on the events throughout the day.

The spectators were thrilled and thoroughly enjoyed the excellent



John Burns, Sidney, standing beside his Pitts Special prior to his aerobatic demonstration.



A portion of the Air Show crowd watching the parachute drop by the Deer Lodge club. Shown in the background is the large Sikorsky helicopter recently acquired by the National Guard in Helena.

demonstration of aerobatics by John Burns of Sidney in his Pitts Special and by the parachute jumping of three members of the Deer Lodge Sport Parachute Club.

Young and old alike enjoyed the demonstrations of the model planes owned by a group from Helena.

The National Guard aviation unit based in Helena performed precision flying, formation fly-overs and bombing runs in five fixed wing aircraft and four helicopters.

The personnel of GADO #9 demonstrated the incorrect and correct way of normal traffic pattern landings. Art Kurth was the pilot and narration was provided by Larry Basham from the ground and Chuck Lane from the aircraft.

Andy Morris, in the role of "Old Grandpa", with the aid of his "How

to Fly" booklet, demonstrated all the mistakes an amateur pilot can make. Following several attempts to land, he was seen disappearing over the horizon and followed shortly afterwards by a loud explosion and a cloud of black smoke. After a simulated rescue by the Beaverhead County Search and Rescue vehicle, Old Grandpa returned and made a smooth landing.

A hearty Well Done goes to Lyle Cox, Jaycee Chairman of the Air Show and his committees, fellow members, and all participants.

SAFETY SEMINAR

The Safety Seminar presented by personnel of GADO #9 in Helena and held on August 1 in conjunction with the Air Show, had a good attendance and was considered very worthwhile and well presented.

FAA INSPECTOR'S CORNER



By George S. Batchelder, Jr.
Accident Prevention Specialist
GADO #1, Billings

"TO BE OR NOT TO BE—TOLERANT"

Tolerance is most admirable in most matters unless it concerns aircraft conditions and maintenance.

During recent travel in eastern Montana we have seen a number of aircraft that have been flying regularly which are very much in need of attention: Such things as oil leaks, loose cowl, windows and doors cracked. Airplanes will fly with these conditions but the pilots who use them seem to develop a compromising attitude and tolerance until it is too late! Tolerance is out of place with safe operation and compromise is an invitation to disaster. In-flight failure of a cowl or window can force a landing at the most inopportune time. In an area such as ours, good forced landing spots can be rare.

Dozens of power failure reports include a common phrase: "It was leaking a little oil." Oil leaks never improve and they never repair themselves. Washing the engine compartment and cleaning the oil from the aircraft simply will not solve the problem. An inspector recently pointed out a serious oil leak to a transient pilot explaining that the oil was dripping dangerously close to the exhaust system. The pilot's reply was that his home-based mechanic told him they would look at it when he returned from his fishing trip. The mechanic probably meant IF he returned. Vaporized oil can start in-flight fires that are virtually impossible to extinguish. Anytime the cowl is opened, check for signs of oil seepage and above all check the oil filler cap after servicing. The newest mint-condition airplane may be lost when the oil is pumped out—not to mention the fire hazard.

It is an amazing and unfortunate fact that some pilots will tolerate deficiencies in their aircraft that they would not in their automobiles. Flying Club aircraft or any aircraft used by a number of people seem prone to be treated in a careless manner.

While the individuals flying the airplane probably know better, they are most reluctant to do anything about it. There must be a designated member to check the aircraft and the individual pilots cannot tolerate slipshod maintenance.

The old adage of "Common sense is very uncommon" is most true when it comes to go-no-go decisions to fly. **Do not compromise—and—be intolerant of unsafe conditions.**



CALENDAR

September 7, Glendive — Labor Day Air Show and Fly-In breakfast. Breakfast will be served until 11:00 A.M. Air Show, Rides, Displays and a variety of Stunts.

September 10, West Yellowstone — Montana Aeronautics Commission's monthly meeting.

September 10, 11 & 12, West Yellowstone — INAC - International Northwest Aviation Council's Annual Convention.

September 12, Fort Peck — Montana Pilots Association's Annual Fall Fly-In.

September 13, Laurel — Airport Dedication and Air Show. Lunch at 12:00. Dedication ceremonies at 1:00 p.m. followed by the air show.

September 22-24, Denver, Colorado — NBBA — National Business Aircraft Association's 23rd annual convention.

September 25 - 27, Sun Valley, Idaho — NPA — National Pilots Association's Holiday Fly-In and Mountain Flying Course. Members and non-members are invited.

September 27, Sidney — Airport Dedication and Air Show. Dedication ceremonies at 11:00 A.M. followed by the air show.

September 28 - October 1, Hartford, Connecticut — NASCO — National Association of State Aviation Officials' Annual Convention.

October 3 & 4, Big Timber — MFF & R — Montana Flying Farmers and Ranchers' Annual Convention.

October 9-14, Hollywood, Florida — AOPA — Aircraft Owners and Pilots Association's 1970 Plantation Party.

Letters to the Editor

Editor, **Montana and the Sky**

Box 1698

Helena, Montana 59601

Dear Mrs. McCutcheon:

On behalf of all the Officers and Directors of the National Pilots Association, I'd like to extend to all Montana pilots a sincere opportunity to join NPA's Officers, Directors, and distinguished guests at our fall Holiday Fly-In Convention, scheduled September 24-27 at Sun Valley, Idaho.

Grover Loening, aviation's grand old man, will be our guest of honor. Also speaking will be Bob Reynolds — FAA's Assistant Administrator and top man on General Aviation Affairs, and Chet Moulton, the Idaho State Director of Aeronautics. There will be a special no-extra-charge flight and ground training program on Wilderness and Bush Flying Techniques. For those participating this will include free breakfast flights into some of Idaho's most magnificent primitive areas.

NPA would like to invite all pilots, non-members as well as members, to attend this Fly-In, and those interested in more information or reservations should write to NPA, 806 15th Street, N.W., Washington, D.C. 20005.

Sincerely,
William H. Ottley
Executive Director

STATISTICS

Will your **first** accident be your **last** day alive?

61/37
65/22
78/18
69/18
56/19
57/31
47/11

ACCIDENT TOTAL FATALITIES

1964 Total	61	37
1965 Total	65	22
1966 Total	78	18
1967 Total	69	18
1968 Total	56	19
1969 Total	57	31
1970 To-Date	47	11

MPA SELECTS FORT PECK FOR FALL FLY-IN

The Montana Pilots Association's annual Fall Fly-In will be held at Fort Peck on September 12. An official State Membership meeting will be at 4:00 P.M. followed by dinner and a dance. For early arrivals there will be guided tours of the Fort Peck Power Plant and Museum.

Glasgow will be the alternate airport and ground transportation will be provided from Glasgow to Fort Peck.

Please complete the following form and send it to Jerry Coldwell at Jordan, Montana 59337, as soon as possible.

This pre-convention estimate is necessary to complete the banquet arrangements.

I plan on attending the MPA Fall Fly-In at Fort Peck on September 12th and there will be _____ persons in my party.

Signed _____

Address _____

MEMBER

NATIONAL ASSOCIATION OF STATE AVIATION OFFICIALS

PURPOSE:—"To foster aviation, as an industry, as a mode of transportation for persons and property and as an arm of the national defense; to join with the Federal Government and other groups in **research, development, and advancement of aviation**; to develop uniform laws and regulations; and to otherwise encourage co-operation and mutual aid among the several states."

P. O. Box 1698
Helena, Montana 59601



August, 1970

Second-Class
Postage Paid at
Helena, Mont. 59601